



CENTRAL FOCUS AREA

PRELIMINARY RECOMMENDATIONS

N. 50TH ST. TO N. 110TH ST.

The following is an overview of the results of this study's accident analysis, contributing factors, and feasible improvement options for the Central Focus Area.

ACCIDENTS*

587 total accidents
32% were rear-end accidents
43% were angle or sideswipe accidents

*Accident data were provided by the Washington State Department of Transportation for 1999 through 2001 (partial data for 2001). The numbers reported are for accidents occurring within the high accident and pedestrian accident locations

CONTRIBUTING FACTORS

- Narrow lanes and sidewalks.
- Several uncontrolled left-turn locations.

OTHER ISSUES

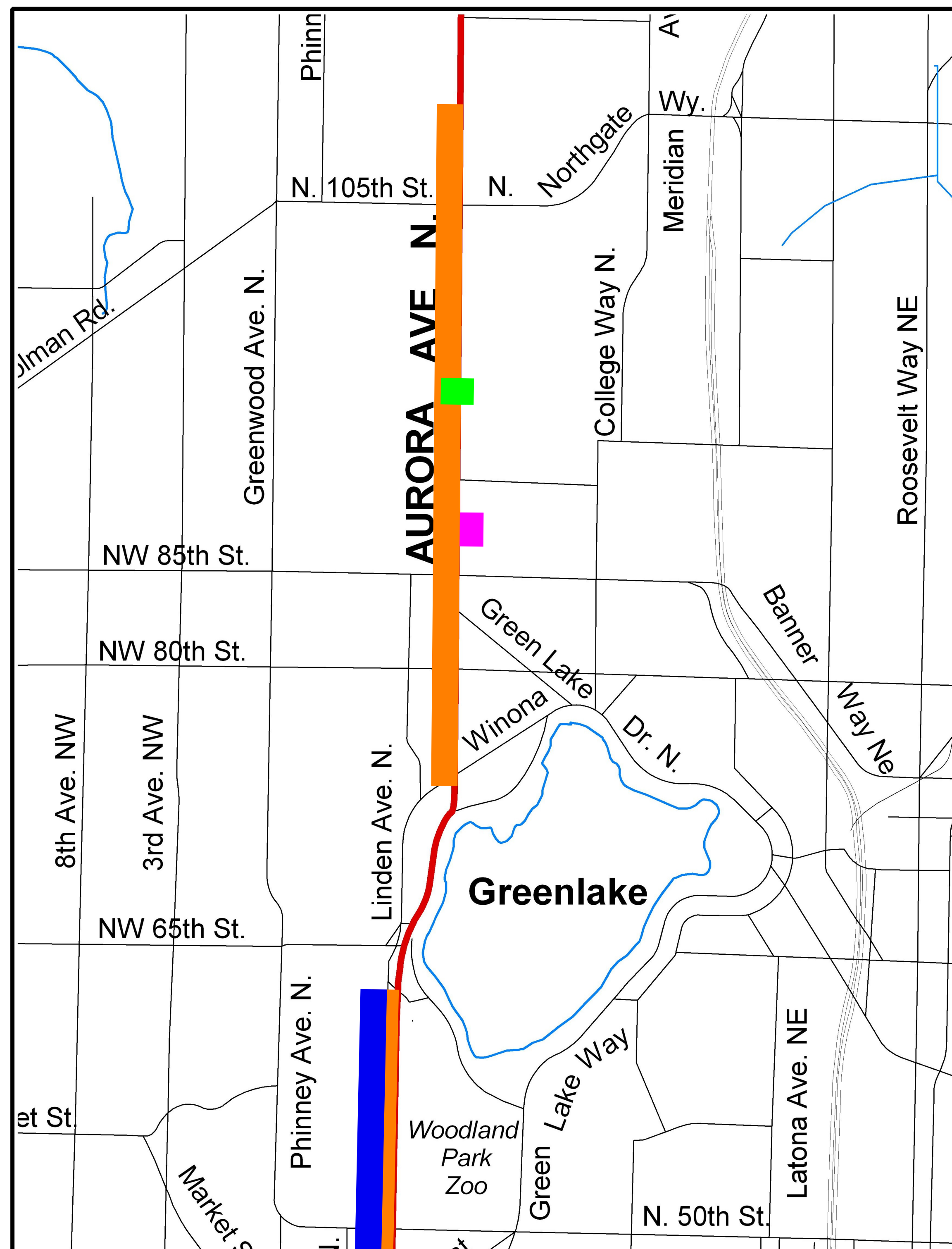
- The environment is largely built out with structures close to the roadway edge, which significantly limit widening options.
- The King County Traffic Safety Coalition has identified the SR 99 corridor as an alcohol awareness emphasis area due to the high number of alcohol-related accidents.

NEAR-TERM RECOMMENDATIONS





- Provide AM peak southbound business access and transit lane (BAT) between North 62nd Street and North 50th Street.
- Restrict southbound parking during PM peak traffic from North 72nd Street to North 110th Street.
- Add a left-turn restriction in the vicinity of North 87th Street and North 88th Street to address angle and turning related angle accidents.
- Add pedestrian crossing improvements in the vicinity of North 95th Street.
- Select bus shelter and lighting improvements.
- Continue updating traffic signal timing to mitigate accidents (recently updated in 2001).
- Encourage increased enforcement of speed limits.
- Support increased outreach for alcohol awareness.

LONG-TERM OPTIONS WITH PRIVATE PROPERTY REDEVELOPMENT

- Continuous median with left-turn lane pockets from North 95th Street to North 110th Street.
- Continuous curb, gutter, and sidewalk from North 105th Street to North 110th Street.
- Intersection phasing improvements to mitigate angle and turning accidents.
- Where necessary, additional extension of parking restrictions during peak hours of congestion.
- Transit speed and reliability improvements.
- If determined feasible, provide wider sidewalks and planting strips (maximum of 10.5 feet)



NEAR-TERM RECOMMENDATION LEGEND

-  PARKING RESTRICTIONS
-  PEDESTRIAN CROSSING IMPROVEMENT
-  LEFT-TURN RESTRICTIONS
-  BUSINESS ACCESS AND TRANSIT LANE (BAT)

DRAFT

SEPTEMBER 2002